

Volume 42, Number 9

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September, 1990

# *Ac825* *3.815* *1990/9* *Copy 3* Myrtle Beach AFB Holds Second Closure Meeting



State Rep. Tom Keegan urges the U.S. Air Force to keep the Myrtle Base facility open.

On August 13, the fate of the Myrtle Beach Air Force Base came one step closer, but the question is closer to what.

The August public meeting was held to hear comments on the environmental impact of the possible closing of the Air Force Base.

Col. Mark DeRuyter, and USAF attorney, opened the meeting, "We're here tonight to solicit additional information from the public and see what we may have missed in our draft environmental impact statement--how this information will affect the air force base closing."

In a summary from the Air

Force, the draft Environmental Impact Statement included an analysis of such things as transportation, utilities, community setting, land use and aesthetics.

Possible changes to the local community due to the base closure were assessed in the 200-page draft EIS. For example, the closing would result in the loss of about 4,000 onbase jobs and 1,500 secondary jobs with a loss of about 10 percent of the population of Horry County. This migration would adversely affect employment, spending, housing rates and the forced closure of certain public and  
*See Myrtle Beach AFB, Page 6.*

## Newest Foreign Trade Zone Adds 52,000 sq. ft. Facility

The state's newest foreign trade zone now can boast more space thanks to a multi-tenant facility which opened recently.

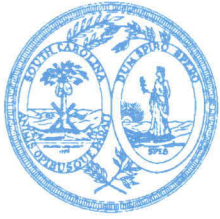
The West Metro Chamber of Commerce held a ribbon cutting ceremony on August 23, to mark the near completion of a 52,000 square foot multi-tenant building.

The ceremony, held in conjunction with the West Metro  
*See Columbia FTZ Page 6.*

The Mayor of Cayce, Avery Wilkerson (center) presented Dave Shipston of Realmark Properties, (r) a key to the city during the ribbon-cutting ceremony at the Columbia Foreign Trade Zone.







PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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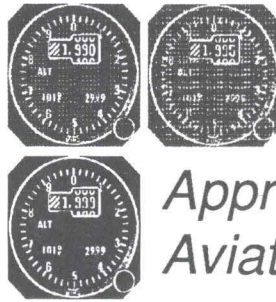
## Oink Feast: Can Pigs Fly?

Bamberg County is sponsoring the First Bamberg County Oink Feast, Nov. 1-3, at the Bamberg County Industrial Park, adjacent to the airport runway.

The Oink Feast is a barbeque cook-off, sanctioned by the "Memphis in May" festival. The

winner of the Oink Feast will receive a paid entry to the Memphis festival and \$500.00.

In addition, there will be an Oink Feast Fly-In, Nov. 2-3. The airport will offer reduced fuel and oil prices for the fly-in. Call in on 122.8.



## Conference Plans On GO

### Approaching 2000 Aviation in the '90s

The 13th Annual S.C. Airports Conference is for anyone interested in the future of South Carolina's airports.

This year's conference reflects the concerns and problems of the many people involved in aeronautics, whether you're a county airport commissioner, FBO or an airport manager. The 13th Conference informs people on various topics such as environmental issues, airport safety and the economic impact of aviation.

As aviation technology advances in this decade, we are indeed Approaching 2000.

## Conference At a Glance

### Cost

Registration fee is \$125 per participant. If, however, you arrive on Wednesday after lunch, the registration fee is \$100. Spouse's fee of \$70 includes shopping excursion, lunch, coffee breaks, socials and seafood bash. Registration fees cover conference costs, including meals, refreshment breaks, cocktail parties and the seafood banquet.

For a complete itemization on costs call Airport Development, 1-800-922-0574.

Please make checks payable to: SC Airports Conference,  
Attn: Dee Vickery, P.O. Box 280068, Columbia, S.C. 29228.

### Hotel Accomodations

S.C. Airports Conference November 13-16, 1990, at the Radisson Resort Hotel at Kingston Plantation in N. Myrtle Beach. A block of rooms, all fully-equipped suites, has been reserved at \$65 a night double or single occupancy. Reservations (deadline--October 13) should be made directly to the Radisson at (803) 449-0006.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: Post Office Drawer 280068, Columbia, South Carolina, 29228. Phone: (803) 822-5400, or 1-800-922-0574.



## Two Employees Honored For 10 years of Service

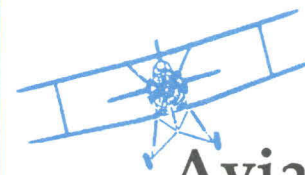
Two state Aeronautics Commission employees were recently honored for their years of service to state government. Chairman Jim Hamilton presented the honorary certificates at the August 15, S.C. Aeronautics Commission meeting.

Bill Adams (right), a trades supervisor, received a service award for his 10 years of public service



and a Certificate for state Automotive Maintenance.

Jones Herring (left), the airport development coordinator, was presented a service award for his 10 years of service to state government.



## Aviation Calendar

### September 9

Breakfast Club  
Chester Airport

### September 16

Breakfast Club  
Jekyll Island  
Weekend

### September 30

Breakfast Club  
Newberry Airport

### October 5, 6, 7

EAA Chapter 3 Fly-in  
Woodward Field  
Camden

### October 7

Breakfast Club  
Woodward Field  
Camden

### October 14

Breakfast Club  
Spartanburg Downtown

### October 21

Breakfast Club  
Benefit for B-25  
Columbia Downtown  
Owens Field Airport

### October 28

Breakfast Club  
Orangeburg Airport

### November 1-3

Oink Feast Fly-in  
Bamberg County Airport

### November 4

Breakfast Club  
East Cooper Airport

### November 11

Breakfast Club  
Sumter County Airport

### November 25

Breakfast Club  
Huggings Airpark  
Timmonsville, SC

### November 13-16

SC Airports Conference  
Radisson Resort  
Kingston Plantation

## AWOS: A Simple Task Made Even Simpler

If you have flown into Hilton Head, Walterboro or Donaldson Center lately you know they've done something great.

All three airports now have Automated Weather Observing Systems or AWOS, for short. An AWOS provides continuous real-time weather reports, 24 hours a day, without human involvement. In addition, AWOS gathers, analyzes and disseminates weather information from strategically located surface sensors. The input from these sensors is processed by an Artais computer to create instant, precise and accurate weather reports.

According to AWOS information, a completely new weather report is generated each minute.

The computer's synthesized voice uses a format familiar to most pilots. The voice reports can be

broadcast ground-to-air using a local NAVAID, such as an NDB, VOR or its own discrete VHF frequency.

In South Carolina, so far three airports have AWOS. Hilton Head and Donaldson Center Airports have AWOS III and Walterboro Airport has an AWOS I.

An AWOS I includes the most advanced sensors to measure and report: temperature, dewpoint, wind speed, wind direction, altimeter setting and density altitude. An AWOS III has all the sensors for AWOS I plus cloud height and cloud cover.

When flying into Hilton Head Airport, set your radio to 124.67. When flying into Donaldson Center set your radio to 127.325. To get the Walterboro AWOS, set your radio to 221. Try using the AWOS, you'll like it.



# Looking Back and Looking Ahead:

## A year of changes after Hurricane Hugo

Hurricane Hugo was one of the most devastating natural disasters ever to hit South Carolina.

Of all the places touched by Hugo last year, the lowcountry was the hardest hit.

After Hugo, piles of splintered lumber, mangled aircraft and mashed hangars were the norm rather than the exception at many airports. Bent wind socks, twisted steel girders and crushed buildings were common airport sights.

One such airport was Moncks Corner where Skip Mayberry earned his living as the fixed based operator.

This year, a return visit was in order to see how the airport and the people recovered.

Driving into Moncks Corner Airport looked much like it did before Hugo. A clean, residential area surrounds the airport with a modest terminal building and simple hangar facility nearby.

Shirley Mayberry, Skip's wife, said, "In so many ways, it seems so unreal that (Hugo) had ever happened."

"It took us to about November just to clean up after Hugo," Skip Mayberry said.

"After we got everything dry, we never found anything that didn't work, even the computer and all the electrical equipment," he added. "We were fortunate."

Shirley and Skip both agreed

**A year after Hugo, the Moncks Corner Airport looks just like new with a repaired terminal building, fences and clean ramps.**



the majority of the clean up was accomplished by some dedicated volunteers. "About 32 Gideon and Mennonites from Ohio and Sarasota, Florida stayed about three weeks. They picked up everything. And, then they stayed in our terminal building, because it had electricity and hot water."

The Mayberrys opened the terminal building to anyone who wanted to take a hot shower since so many people were without any water at all.

"You know it, was something," added Shirley, "With more than 30 people taking showers that was our lowest water bill all year."

Volunteers from all over the nation impressed them by flying in twice daily shipments of essential items including pampers, drinking water and food supplies. The state Wildlife Department used their pickup trucks to haul the goods to the needy.

"If it hadn't been for the fuel sales we wouldn't have turned a

profit from September to December," said Skip.

Skip and Shirley are no longer the FBO's for the airport, which they said is a good change for them.

"We don't have to get out of bed to refuel somebody," said Skip, "No, we don't miss it a bit."

The Mayberrys have a 4200 square foot maintenance hangar on the airport property and about 16 years remaining on their lease. Some of the services they offer include aircraft maintenance on "anything except jets", flight training and a new anti-corrosion technique for all aircraft.

One thing that has changed since Hugo is Skip's insurance coverage. Before Hugo, their hangar was not insured against damage. "Do we have insurance now? You better believe we have insurance!"

"We'll be glad when we get through with the office and make the bathroom presentable again."



**At left, Mayberry's maintenance hangar as Hugo left it in September. The hangar was nearly flattened. Today, a happier Mayberry stands in front of his rebuilt hangar.**

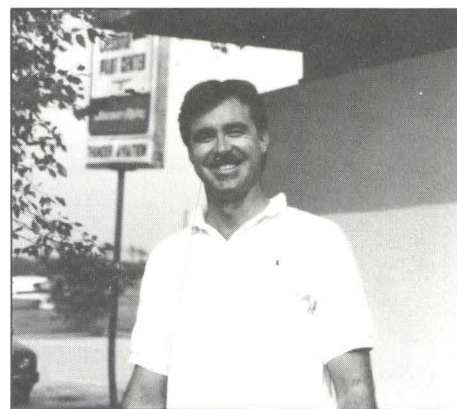




# The Moncks Corner Airport



A lone aircraft twisted from Hugo lies in front of the terminal building. At right, new FBO, Jeff Elliott, poses in back of the terminal building.



Going through Hugo was one of the worst situations the Mayberys have ever been exposed to, especially borrowing money from the government.

"We could tell you some stories," piped Shirley. "People all over were telling this one.....What's the biggest joke—FEMA. What's the biggest lie—We're here to help you."

Hopefully another Hugo won't come again for a hundred years.

## A NEW FBO

After Hugo, additional changes were made to the Moncks Corner Airport including a new FBO, Thunder Aviation.

Instead of a husband-wife team, this is a team of four partners — Jack Parker, Bob Thibaudaut, Scott Newsome and Jeff Elliott.

The four partners started up about two months ago on July 1.

"This is a definite experience," said Jack Parker. "We all have a lot of expectations of what it takes to run a good FBO."

The decision to operate the FBO was not taken lightly for the four men. "We did a lot of research, about seven to eight months taking information about what kind of business would be good to get into, since we all have some type of aviation experience," noted Parker who is in charge of air operations for Charleston County's Emergency Preparedness.

"For the first month of operations it's really been what we ex-

pected. Fuel sales have been good," Parker said. "We've already added a plane for flight training, but we're battling with the county."

If Parker has any complaint it is a very common one. "The government moves real slow. The county was supposed to provide us with a fuel pump, a unicom radio and clean the carpets. We're just waiting for them to do all these things."

The four partners also bring a number of different experiences and occupations to the FBO, and all four still continue to work their full time jobs. Parker works at the Charleston Naval Shipyard. Newsome is a supervisor for Lockheed Missiles and Space Co., while Thibidaut works for Dupont and Elliott is a building and housing contractor.

Elliott is also a CFI and a CFII with multi-engine instrument rating. He has about 1000 instrument hours with the rest of the partners flying for about 15 years.

The FBO is offering flight instruction and fuel sales, with hours from 8 a.m. to 6 p.m. weekdays.

Jack Parker (r) and Bob Thibaudaut (l), new FBOs, check out the fuel sales from the day at the Moncks Corner Airport.



They will soon offer helicopter training and service in conjunction with Helicopters Over Charleston, which is based in Charleston but has agreed to training and sight seeing on appointment basis.

Newsome said opening the FBO was better than he expected, "It was a smoother transition than I expected. July was very strong financially, 4500 gallons of fuel were sold. It was a banner month for fuel sales."

Newsome added, "Being an FBO or anything in aviation is expensive, but I'm tickled pink so far."

The partners agreed that more hangar space is needed at the airport and may look to outside investors to finance the buildings. One solution is to construct shade ports.

One thing is certain, the Moncks Corner Airport has come a long way in a tumultuous year. But with so many adventurous and hard working people to guide it, it won't take long for the airport to proper and grow.



# Myrtle Beach AFB Faces Possible Closure

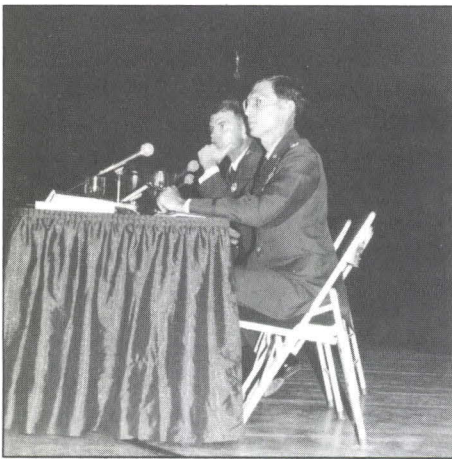
Continued from Page 1

commercial facilities.

In addition, the draft EIS stated that the closure would have a positive effect on transportation congestion, water and utility usage, and air quality.

This meeting was the second and final public hearing on the possible closure of the Myrtle Beach Air Force Base, with about 450 people attending.

Nearly 25 politicians and residents of the area commented on the base which is the county's largest employer.



**LTC Tom Bartol (l) and COL John Dallegger listen to comments during the public meeting on environmental issues.**

Many politicians and residents agreed that developments in Kuwait have shown the need to keep the base open.

The audience responded when U.S. Rep. Robin Tallon asked why the base was being closed due to the Iraqi conflict.

"It's ludicrous with the developments in the Middle East for us to be even considering closing this Air Force Base...Now is not the time to close the Myrtle Beach Air Force Base," said Tallon, as the audience applauded.

Haidee Clark, who represented Gov. Carroll Campbell, gave a ten-minute speech pointing out deficiencies in the reporting effort of the closure itself.

She presented arguments that the state needed more information included in the study such as disposal of hazardous materials, reuse of base land, impact on the veterans and the effects on wildlife and wetlands.

Col. DeRuyter added a touch of humor to the otherwise staid public meeting with his brief but witty comments concerning the procedures for the hearing.

Many speakers, including poli-

ticians, spoke around the environmental issues that were the topic of the meeting, bringing up veterans benefits, retirement benefits and the veterans hospital. One politician seemed to list everyone in the neighborhood who used the Air Force Base for medical treatment.

Gov. Carroll Campbell added in a later statement the importance of the A-10 jets would surely add to the base's favor of staying open.

Campbell noted the strategic coastal location of the base and the uniqueness of the A-10's mission, to destroy tanks and heavy artillery.

The 84 or so A-10s have had a vigorous flying schedule recently and crews have been seen loading them with exterior fuel tanks for long-distance flights.

If you would like to add an official comment to the draft EIS you still have time to so.

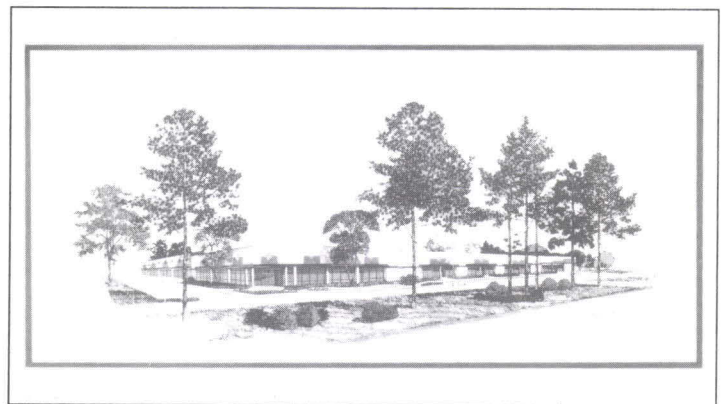
Written and verbal comments should be submitted by September 10, 1990, to LTC. Tom Bartol, Director of Programs and Environmental, AFRCE-BMS/DEP, Norton AFB, California 92409-6448, (714) 382-4891.

## Columbia FTZ Adds Multi-tenant Facility

Continued from Page 1

Chamber of Commerce, was punctuated with remarks from local officials. Bob Waddle, executive director for Columbia Metropolitan Airport said, "We are in deep appreciation for Realmark Properties, David Shipston and others, for bringing this reality to the airport, particularly to Foreign Trade Zone 127."

During the ceremony Shipston of Realmark was presented a key to the city of Cayce by Mayor Avery Wilkerson. "We are very fortunate to have such an outstanding organization into our community, particularly Realmark Properties," said Wilkerson. "We are hoping that they will be building more in the immediate area and hopefully look to locate additional industries in this area."



**Realmark Properties developed the 52,000 sq. ft. multi-tenant facility for use in Columbia's Foreign Trade Zone.**



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## FYI From the FAA

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### *Final Rule Issued on Medical Certificate Action for Driving Convictions*

The following is taken from the Federal Register-Federal Aviation Administration 14 CFR Parts 61 and 67 Pilots Convicted of Alcohol or Drug related Motor Vehicle Offenses of Subject to State Motor Vehicle Administration Procedures; Final Rule.

This final rule sets forth regulations under which the FAA may deny an application for, and suspend or revoke, an airman certificate or rating if an individual has had two or more alcohol or drug related motor vehicle convictions or state motor vehicle administrative actions within a 3-year period (motor vehicle actions). The rule requires pilots to report to the FAA in Oklahoma City, OK, all alcohol or drug related motor vehicle convictions or state motor vehicle administrative actions that occur after the effective date of the final rule. The rule also amends the FAA's medical certification rules to include an "express consent" provision that authorizes the FAA to obtain information from the National Driver Register.

The rule is needed to prohibit a pilot from operating an aircraft after multiple alcohol or drug related motor vehicle actions. It is also needed to verify traffic conviction information required to be reported on the airman's medical application and to evaluate whether the airman meets the minimum standards to be issued an airman medical certificate. The rule is intended to enhance safety in air travel and in air commerce, and is necessary to remove from navigable airspace pilots who demonstrate an unwillingness or inability to comply with certain safety regulations and to assist in the identification of personnel who do not meet the medical standards of the regulations.

**Effective date: November 29, 1990**

Federal Aviation Regulations have addressed the issues of alcohol and drug use by an aircraft crew

member for many years. Section 91.11 of the FAR, for example, provides for certificate action against a person who acts, or attempts to act, as a crew member of a civil aircraft within 8 hours after the consumption of an alcoholic beverage; while under the influence of alcohol; while using any drug that affects the person's faculties in any way contrary to safety; or while having 0.04 percent by weight or more alcohol in their blood. Moreover, the FAA's interest in ensuring that airmen are not alcohol or drug dependent is demonstrated by medical standards contained in part 67. This rule will supplement, not replace, the current regulations. It is intended to implement measures to further ensure the safety of air commerce. This will be accomplished by identifying and removing from airspace those persons who may commit unsafe acts in an aircraft because of a disregard for certain safety regulations; by identifying those persons who fail to report violations of specific safety regulations to the FAA as required; and by providing a means for verification of information or omission of information required to be reported on the application for airman medical certification.

Numerous objection to the proposals in the NPRM assert that there is little or no relationship between the task of piloting an aircraft and driving an automobile. The commenters contend that training and environment surrounding the aircraft are drastically different and should not be subject to similar regulations. The commenters state that pilots are carefully selected and subject to different medical requirements and training than those licensed solely to operate motor vehicles, and, therefore, cannot be so directly equated.

The FAA is aware that there are differences in training for motor vehicle and aircraft operations. However, driving an automobile on our national roads require some type of state medi-

cal examination, at minimum an eye exam, as well as a statement of health from the applicant or driver. Commercial drivers usually undergo medical examinations while private drivers must usually self-certify and take a vision test. Applicants must respond to questions concerning their prior driving records and medical status and must also demonstrate practical driving skills. These conditions have been an acceptable part of obtaining a driver's license for the vast majority of adult Americans who undergo this procedure regularly. Similar procedures are required for those choosing to pilot aircraft.

The FAA agrees with commenters that a high level of skill and care must be exercised by those piloting aircraft in the interest of the public. In comparison to driving, aviation-related errors in judgment can be more serious; there is potential for greater property damage; and a pilot, particularly when engaged in commercial aviation, is responsible for the safety of passengers as well as for others both in the air and on the ground.

The FAA's compliance and enforcement programs have been modified recently. The opinions of the flying population, particularly general aviation, have been taken into consideration in the agency's on-going effort to maintain a high level of safety. There will be continued insistence on total compliance with the rules and regulations that have made our aviation system as safe as it is. The goal is to be firm but fair. The FAA intends to use a number of tools, including good communications, training, education, counseling, and finally, enforcement, to achieve the primary goal of safety.

**To get a complete copy of the Federal Register Vol 55, No. 148 which deals with alcohol and related offenses, please call your local FSDO or SCAC Public Information Office.**





## SOUTH CAROLINA AERONAUTICS COMMISSION

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**This Month...**

### **Inside Palmetto Aviation**

- Columbia Foreign Trade Zone Expands
- Moncks Corner -- A Year After Hugo
- AWOS Are Installed in 3 SC Airports

... and much, much more!

## *FAA Listens to Comments and Complaints*

The FAA and the Anderson Flight Service Station held a general listening session in Columbia, August 28.

"Cas" Castleberry, the Southern Region Administrator, moderated the meeting which was open to all pilots and users of air space.

Castleberry commended the Anderson AFSS for being one of the first fully operational consolidated systems available for weather and flight briefings. Anderson currently gives over 16,000 pilot briefings and 11,000 flight plans a month.

There are 12 AFSS throughout the nation.



At left, "Cas" Castleberry is greeted by T.R. Runnels, SCAC Interim Director while Chairman Jim Hamilton watches. Below, Castleberry answers a question for Jack Sellars a pilot for Midlands Aviation.



This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.